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ASSEMBLY — 39TH SESSION
TECHNICAL COMMISSION

DRAFT TEXT FOR THE REPORT
ON
AGENDA ITEM 37

The attached material on Agenda Item 37 is submitted for consideration by the Technical Commission.

Agenda Item 37: Other issues to be considered by the Technical Commission**Critical incident stress management, Annex 1 — *Personnel Licensing, competency-based training and flight tracking***

37.1 The Commission reviewed A39-WP/253, presented by Argentina, which addressed the benefits of air traffic services providers offering stress management in critical incident programmes to air traffic services professionals. The Commission agreed that benefits could be expected from such programmes and agreed that this subject should be borne in mind by the appropriate expert groups, as appropriate, in future updates to ICAO provisions.

37.2 A39-WP/106, presented by Slovakia on behalf of the European Union (EU) and its Member States¹, the other Member States of the European Civil Aviation Conference (ECAC)²; and by the European Organisation for the Safety of Air Navigation (EUROCONTROL), called for an analysis and review of the adequacy of the current ICAO framework relating to evaluation of flight crew mental fitness. This was in response to a number of accidents where flight crew mental health condition was identified as a causal factor. The Commission, in acknowledging the desirability for ICAO to analyse and review the current ICAO framework and that coordination with appropriate international organizations would be necessary, agreed to recommend referral of the proposal to the Council for further consideration taking into account existing priorities funded through the 2017-2019 Budget and the availability of extra-budgetary resources.

37.3 The Commission reviewed A39-WP/129, presented by India, and A39-WP/298, presented by International Federation of Air Traffic Safety Electronics Associations (IFATSEA), that proposed that licensing requirements for air traffic safety electronic personnel (ATSEP) be developed for Annex 1 — *Personnel Licensing*. The Commission also reviewed A39-WP/368 Revision No. 1 and Corrigendum No. 1 (in French only), presented by Ghana, which proposed the inclusion of licencing requirements in Annex 1 for all emerging aviation professions, including those for which competencies had been included in the *Procedures for Air Navigation Services — Training* (PANS-TRG, Doc 9868). The Commission recalled that similar proposals for ATSEPs had been the subject of discussions during the 36th, 37th and 38th Sessions of the Assembly. The Commission had noted on those occasions that training provided the competency, while licensing was only one of the means to provide evidence of such competency. The Commission also recalled that ICAO had developed competency-based procedures for ATSEPs in the PANS-TRG that would raise and harmonize the level of competencies while allowing States to implement a flexible approach to competency-based training. Introducing an ATSEP licence would remove such flexibility and add to the administrative burden of States. In addition, the Commission recognized that such a development could negatively impact the work of the air navigation services providers (ANSPs) at a time when the safety benefits accrued from PANS-TRG competency-based training and assessment for ATSEPs had not yet been determined. The Commission noted that there was no evidence that the lack of an ATSEP licence impacted safety. Therefore, the Commission did not support the proposal to introduce Standards into Annex 1 for ATSEPs or for any aviation function other

¹ Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxemburg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden and United Kingdom

² Albania, Armenia, Azerbaijan, Bosnia and Herzegovina, Georgia, Iceland, Republic of Moldova, Monaco, Montenegro, Norway, San Marino, Serbia, Switzerland, The former Yugoslav Republic of Macedonia, Turkey and Ukraine

than those related to flight crew, maintenance personnel, air traffic controllers and flight dispatchers. The Commission, however, agreed that the work on PANS-TRG should be pursued as planned, recognizing the wide support for the implementation of competency-based approaches to training and assessment of aviation functions.

37.4 The Commission considered A39-WP/393, presented by International Federation of Airline Dispatchers Associations (IFALDA), which called upon ICAO to take a competency-based approach to amending ICAO documentation for flight dispatchers. The Commission recognized the important role that flight dispatchers played in flight tracking procedures and noted IFALDA's support for the current work on PANS-TRG. The Commission also supported the development of competency-based procedures in PANS-TRG for flight dispatchers and guidance material, as necessary, and recommended referral to the Council for further consideration taking into account existing priorities funded through the 2017-2019 Budget and the availability of extra-budgetary resources

37.5 Information papers were provided by Slovakia on behalf of the EU, ECAC and EUROCONTROL (A39-WP/196) and the Interstate Aviation Committee (IAC) (A39-WP/366).

Child restraint systems, dynamic variable taxi time (VTT), wind shear and aerodrome certification database

37.6 The Commission reviewed A39-WP/214, presented by Canada, which recommended the promotion of international harmonization for the use of child restraint systems (CRS) as a follow-up to the publication of the *ICAO Manual on the Approval and Use of Child Restraint Systems* (Doc 10049). It also called for harmonization on the use of CRS and ensuring an acceptable level of safety for infants and young children travelling by air. A39-WP/300, presented by the International Transport Workers' Federation (ITF) and also related to CRS, recommended the development of guidance material for the mutual recognition of CRS approvals between States and urged ICAO to encourage implementation of the guidance in Doc 10049. It also called for promotional campaigns on the use of CRS by States and industry to help raise the awareness and use of CRS on board aircraft. In view of the discussion, the Commission supported the need to develop provisions with respect to CRS, including the mutual recognition of CRS approvals between States, and agreed to recommend referral of the matter to the Council for further consideration taking into account existing priorities funded through the 2017-2019 Budget and the availability of extra-budgetary resources.

37.7 A39-WP/286, presented by India, provided information on a new method of calculating variable taxi time (VTT), known as dynamic VTT, as an enhancement to the fixed calculation method commonly used at airports where airport — collaborative decision making (A-CDM) was implemented. The paper also proposed mandating the use of dynamic VTT based on local factors to reduce the deviation from target take-off time. The Commission noted the relevance of tailoring taxi time calculations to the specific conditions at a given aerodrome and, given that A-CDM was already on the work programme of the Organization, the Commission agreed that the contents of the paper should be brought to the attention of the appropriate expert group.

37.8 The Commission reviewed A39-WP/287, presented by the Russian Federation, which addressed the global status of developing and using ground-based low level wind shear detection systems and recommended further work to standardize these systems. The Commission noted that the *Manual on Low-Level Wind Shear* (Doc 9817) contained extensive guidance material to assist in the understanding of

this meteorological phenomenon and in the implementation of related provisions contained in Annex 3 — *Meteorological Service for International Air Navigation*. The Commission agreed that the proposal warranted further study, with a focus on expanding upon existing guidance material rather than requirements and recommended referral to the Council for further consideration, subject to the availability of resources.

37.9 The Commission reviewed A39-WP/241, presented by the United States, which requested support for ICAO to collect and maintain a centralized database on certification status of individual aerodromes. The Commission acknowledged that, depending on the platform used, the resource implications of such a database could be significant and that the proposal was not within the current work programme of ICAO. Nevertheless, the Commission agreed that the proposal warranted further study, including the extent to which the Regional Air Navigation Plans could play a role in making such information widely available, and agreed to recommend that it be referred to the Council for further consideration, taking into account existing priorities funded through the 2017-2019 Budget and the availability of extra-budgetary resources.

Annex 13 — Aircraft Accident and Incident Investigation and the Arabic translation of “dangerous goods”

37.10 The Commission reviewed A39-WP/94, presented by Slovakia on behalf of the EU, ECAC and EUROCONTROL, concerning the need for a more efficient processing and monitoring of actions taken related to safety recommendations. It called on ICAO to identify such possibilities and, where relevant, to propose amendments to Annex 13 — *Aircraft Accident and Incident Investigation*. In voicing support for the paper, and in recalling the discussion and action taken with respect to A39-WP/272 under Agenda Item 35, the Commission agreed to recommend that the proposal for ICAO to adopt a process for identifying the Safety Recommendations of Global Concern (SRGC) be referred to the Council for further consideration.

37.11 An information paper provided by the Interstate Aviation Committee (IAC) (A39-WP/365) was noted.

37.12 The Commission reviewed A39-WP/157, presented by the United Arab Emirates, which recommended a change to the Arabic translation of the term “dangerous goods” when referenced in ICAO documentation. The Commission agreed that a change might be necessary but that the issue should first be raised by ICAO at the United Nations Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals prior to considering any changes to ICAO documentation. This would allow for harmonization with the United Nations Recommendations on the Transport of Dangerous Goods: Model Regulations, which was the document on which Annex 18 — *The Safe Transport of Dangerous Goods by Air* and the *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284) were based.

37.13 Information papers were provided by Argentina (A39-WP/176 and A39-WP/178), India (A39-WP/128), Indonesia (A39-WP/221), Kiribati (A39-WP/217), United Arab Emirates (A39-WP/318 and A39-WP/319), the United States (A39-WP/434 and A39-WP/435) and the International Air Cargo Association (TIACA) (A39-WP/388).